

SPONSOR'S  
VIEW:

Rep. Horn said that since gasahol can damage a car's fuel system, the bill would have benefited the public by alerting motorists when the gasoline they are purchasing contains alcohol. He said everybody endorsed the bill and noted that 33 other states already require such labeling. "I don't have any earthly idea why he (Gov. White) vetoed it," said Rep. Horn.

NOTES: The House Study Group analysis of HB 1717 appeared in the May 1 Daily Floor Report.

Penal Code definition of a bet  
(HB 1776 by Messer)

DIGEST: This bill would have excluded from the definition of a "bet" in sec. 47.01 of the Penal Code an offer of merchandise worth \$25 or less by a proprietor of a bona fide carnival contest conducted at a carnival sponsored by specified types of nonprofit groups.

GOVERNOR'S  
REASONS  
FOR VETO:

The Governor said the definition in this bill would make it possible for virtually any contest to escape prosecution. He called the bill "vague" and said it would hamper prosecution of persons who run dishonest, weighted or other illegal gambling operations.

SPONSOR'S  
VIEW:

Rep. Messer was unavailable for comment.

NOTES: In 1983 a similar bill, SB 482 by Harris, passed the Legislature but was vetoed by the Governor. The House Study Group analysis of HB 1776 appeared in the April 29 Daily Floor Report.

Load limits for ready-mixed concrete trucks  
(HB 2153 by Richardson)

DIGEST: Under current law vehicles designed to transport concrete that has already been mixed may carry a tandem-axle load of up to 44,000 pounds on the state's public highways after filing a \$15,000-surety bond with the State Department of Highways and Public Transportation. Other tandem-axle vehicles (including

trucks that carry the concrete components in separate compartments and mix them on location) must stay below 34,000 pounds. HB 2153 would have permitted vehicles designed to manufacture or to transport and manufacture ready-mixed concrete to use the special 44,000-pound limit along with those designed exclusively to transport the product.

GOVERNOR'S  
REASONS  
FOR VETO:

The Governor said that by exempting another class of vehicles from the state's weight-limit laws, the bill would contribute to the deterioration of state highways. Noting that Texas motorists have been asked to pay higher user fees to repair and rehabilitate the highways, the Governor said "I cannot allow a bill to become law which would add more of a burden to Texas taxpayers by allowing more vehicles carrying heavier loads to cause further damage to our highways."

SPONSOR'S  
VIEW:

Rep. Richardson said the bill would simply have clarified current law by providing a definition of ready-mixed concrete trucks. The Department of Public Safety had agreed to the definition, which he said would have affected only about 100 vehicles statewide. "He didn't know what he was doing," Rep. Richardson said of the veto. "The Governor told me he was trying to send a signal to the Legislature saying he wanted a tough new overweight-truck bill. I asked him if he realized I was the swing vote on Al Granoff's overweight-truck bill in the Transportation Committee. He said he wasn't. So he vetoes my little bill to send a message to the Legislature to pass a bill that I got out of committee."

NOTES:

Rep. Granoff's bill, HB 2333, died in Calendars.

The House Study Group analysis of HB 2153 appeared in the April 11 Daily Floor Report.

Staffing of emergency vehicles  
(HB 2174 by Melton)

DIGEST:

Current law (VACS art. 4447o) requires basic-life-support emergency-medical-services (EMS) vehicles to be staffed with at least two persons trained as emergency-care attendants. HB 2174 would have required EMS providers serving areas of fewer than 5,000 inhabitants to have only one of the two attendants trained at the emergency-care-attendant level.